

IN THE CLAIMS:

The following listing of claims replaces all prior versions and listings of claims in the present application.

Listing of Claims:

1-19. (Cancelled)

20. (Currently Amended) Brake system with two brake circuits for a vehicle, comprising a brake servo assistance unit for automatic generation of brake force, and at least one pressure sensor for generation of a measuring signal representative of an activity on a driver's part and fed to a brake pressure control unit, with an activation control signal for actuation of the brake servo assistance unit being generated in the event measuring signals from the sensors exceed a reference value, wherein

two pressure sensors are provided and have different reference values assigned thereto, each of the pressure sensors being operatively associated with one of the brake circuits {11a; 11b}, and the activation control signal is generated for temporary activation of the brake servo assistance unit for a limited time period in the event that a higher of the reference value from the first pressure sensor is exceeded and a lower of the reference values for the second pressure sensor has not yet been attained exceeded, and if conditions for permanent activation are unfulfilled for the limited time period a deactivation control signal is automatically generated.

21. (Previously Presented) Brake system according to claim 20,
wherein at least one of absolute values and gradients are generated as the
measuring signals.

22. (Previously Presented) Brake system according to claim 20,
wherein one of the reference values is generated by multiplying the first
reference value by a reduction factor of less than one.

23. (Currently Amended) Brake system according to claim 20,
wherein the temporary activation is maintained for a limited, defined number
of working cycles of the control unit and thereafter ~~a~~ the deactivation control
signal is generated for deactivation of the brake servo assistance unit.

24. (Previously Presented) Brake system according to claim 20,
wherein the temporary activation is maintained in the event that the
measuring signal from a second of the pressure sensors exceeds a reduced
reference value during a defined number of working cycles.

25. (Currently Amended) Brake system according to claim 20,
wherein ~~a~~ the deactivation control signal deactivating the brake servo
assistance unit is generated in the event that the measuring signal from one
of the sensors falls below a reference value.

26. (Previously Presented) Brake system according to claim 20, wherein at least one travel sensor is provided for measuring the activity on the driver's part.

27. (Previously Presented) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure gradient of one pressure sensor and a speed value calculated from successive measuring signals of the travel sensor each exceed a reference value.

28. (Previously Presented) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure value of the pressure sensor and a speed value of the travel sensor each exceed a reference value.

29. (Previously Presented) Brake system according to claim 26, wherein an activation control signal is generated in the event that a pressure gradient of the pressure sensor and a travel of the travel sensor each exceed a reference value.

30. (Currently Amended) Brake system according to claims 26, wherein a the deactivation control signal is generated in the event that the measuring signal from the travel sensor falls below a reference value.

31. (Currently Amended) Brake system according to claim 20, wherein a trip switch is provided for deactivation of the brake servo

assistance unit operatively installed in the brake booster of the brake system, whereby ~~a~~ the deactivation control signal is generated in the event that a measuring signal of the trip switch falls below a reference value.

32. (Previously Presented) Brake system according to claim 20, wherein the measuring signals from the sensors for generating the activation control signal are such as to occur within a defined time window.